

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Incident**

**Adopted 12/30/1992**

DEN90IA072		03/05/1990		WRIGHT, WY		Aircraft Reg No. N812FE		Time (Local): 19:00 MST	
File No. 5013									
Make/Model: CESSNA / 208A						Fatal		Serious	
Engine Make/Model: P&W / PT6A-114						Crew		0	
Aircraft Damage: None						Pass		0	
Number of Engines: 1								Minor/None	
Operating Certificate(s): On-demand Air Taxi								1	
Name of Carrier: CORPORATE AIR INC.									
Type of Flight Operation: Non-scheduled; Domestic; Cargo									
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter									
Last Depart. Point: GILLETTE , WY						Condition of Light: Night/Dark			
Destination: DENVER , CO						Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip						Basic Weather: Visual Conditions			
						Lowest Ceiling: 3800 Ft. AGL, Overcast			
						Visibility: 30.00 SM			
						Wind Dir/Speed: 020 / 004 Kts			
						Temperature (°C): 4			
						Obstr to Vision: None			
						Precipitation: Rain; Freezing Rain			
Pilot-in-Command		Age: 36				Flight Time (Hours)			
Certificate(s)/Rating(s)						Total All Aircraft: 8500			
Airline Transport; Multi-engine Land; Single-engine Land						Last 90 Days: Unk/Nr			
Instrument Ratings						Total Make/Model: 500			
Airplane						Total Instrument Time: UnK/Nr			

WHILE IN CLIMB TO CRUISE THE ENGINE FAILED AND THE PILOT CONDUCTED AN EMERGENCY DESCENT TO A SUCCESSFUL LANDING ON A HIGHWAY. THE AIRCRAFT SUSTAINED NO DAMAGE AS A RESULT OF THE LANDING AND DAMAGE WAS LIMITED TO THE INTERNAL PORTIONS OF THE ENGINE. INVESTIGATION REVEALED THE ENGINE FAILED DUE TO STRESS RUPTURE OF GAS PRODUCER TURBINE DISC BLADES. THIS FAILURE IS DUE TO ENGINE OVERHEAT. WHEN THE OVERHEAT OCCURRED COULD NOT BE DETERMINED.

Brief of Incident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - FRACTURED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this incident as follows.

THE INCIDENT WAS ENGINE FAILURE DUE TO GAS PRODUCER TURBINE DISC BLADE FAILURE CAUSED BY STRESS RUPTURE.